

29 September
in Ten miles

The first meeting of the Commission of Fine Arts during the fiscal year 1918 was held in its office at 1729 New York Avenue northwest, Washington, D. C. on Friday, July 13, 1917.

The following members were present:

Charles Moore, Chairman;

Frederick Law Olmsted;

Thomas Hastings;

Herbert Adams;

J. Alden Weir;

Charles A. Platt;

Wm. Mitchell Kendall.

Colonel William W. Harts, Secretary and Executive Officer of the Commission also was present throughout the meeting.

The Commission was called to order at 9:15 a.m. and immediately proceeded to the business before it.

1. APPROVAL OF THE MINUTES OF THE LAST MEETING: The minutes of the last meeting held on May 18, 1917 were approved subject to revision of certain wording of parts of Section 2 regarding Montrose Park. Mr. Olmsted pointed out certain changes he wished made in this section, and these were directed to be made as soon as he furnishes his suggestions in writing. This was agreed to, and with this correction the minutes were approved.

2. RESOLUTIONS REGARDING THE ALLOTMENT OF FUNDS, AND AMENDMENT TO TRAVEL REGULATIONS WITH RESPECT TO TELEGRAMS: The following resolutions were unanimously adopted:

RESOLVED that, to conform with the requirements of Section 3679 of the Revised Statutes of the United States, the funds appropriated for the Commission of Fine Arts for the fiscal year ending June 30, 1918, be made available at any time during the year and that no special allotments by quarters be made.

RESOLVED that that part of Section 6 of the regulations governing travel of the Commission of Fine Arts which relates to the transmission of official telegrams, be amended by adding after the words "and for telegrams" the words "including telegrams for reservation of lodging and sleeping accommodation at hotels, on board trains and steamers, or relating thereto".

3. SELECTION OF SUCCESSOR TO MR. HASTINGS AS MEMBER, AND MR. MOORE AS

CHAIRMAN: At the last meeting of the Commission Mr. Moore placed before the Commission his resignation as Chairman; this was ordered to be laid on the table for attention at this meeting. The Secretary now brought it up for action. On the earnest insistence of the other members of the Commission Mr. Moore withdrew his resignation.

The Secretary reminded the Commission that in accordance with an arrangement made with the President with a view to securing a certain yearly succession in the membership of the Commission, and in accordance with an arrangement

entered into by the members themselves at a meeting held on March 20, 1914, the resignation of Mr. Hastings as a member of the Commission was due to be transmitted to the President. Mr. Hastings stated that he would forward his resignation so it could be handed the President without delay, and the Commission agreed to decide upon the name of a successor to be placed before the President by the time of the next meeting.

4. PLANS FOR THE KEY BRIDGE: The Commission desired to learn what progress had been made on the final designs for the Key bridge, and therefore requested Mr. Nathan Wyeth, architect, to bring them over to the meeting.

During the discussion of the design the members suggested a number of modifications tending still further to simplify it and to give an appearance of greater strength to certain portions. These suggestions applied to slight changes in the base of the arch, leaving off caps shown on the balustrade of the bridge except where the lamps are to be placed; and in particular they felt it of the highest importance that no part of the northern end of the bridge should be on a curve; in other words, that the bridge proper should terminate before this curve was reached, and where the curved line became necessary it should be taken up in the approaches. (See Exhibit A.)

5. MISCELLANEOUS MINOR RESERVATIONS: Sketch designs for the treatment of a number of minor reservations were submitted by the Office of Public Buildings and Grounds for the advice of the Commission. Mr. Olmsted volunteered to study each design on the ground, and was appointed a committee with power for this purpose.



The designs shown were for the following reservations:

Connecticut Avenue and R Street,	- #149-A
Washington Circle,	- #25 & 26
Quincy St. and Rock Creek Church Rd.,	- #321
Columbia Road and Euclid St.,	- #306-D
19th St. and Florida Avenue,	- #270-A
9th St. and Pennsylvania Avenue,	- #54
Upshur St. and Rock Creek Church Rd.,	- #312-B
Park Road and 16th Street,	- #509-G
N. H. Avenue and Randolph St.,	- #322
N. H. Avenue and 18th Street,	- #143-A & 143-B
Columbia Rd., 16th St. and Mt. Pleasant St.	- #309-C
Calvert Street - Entrance to Zoo,	- #306-A, B & C.

6. HARVARD PARK: Among the above reservations was also a tentative sketch plan for the treatment of Harvard Park at Columbia Road and Sixteenth Street. It was decided, after a careful examination on the ground, that the plan would not be suitable, as the park should be made to face the view to the west rather than face Sixteenth Street. (P. B. & G. Plan #)

7. JUDICIARY PARK: A proposed plan of Judiciary Park was developed for consideration and compared with the situation on the ground by the members. (P. B. & G. Plan # 1-2-7.24) It was agreed that a straight road without interruption should be carried through on the line of E Street, but that the

width should be reduced to approximately the width of the existing curbs. It was decided that the F Street connection should be carried through approximately on the present line with the curve simplified. The General treatment of the park with the Mall scheme was approved. (P. B. & G. Plan #)

8. MERIDIAN HILL PARK: A revised plan (P. B. & G. Plan #) was submitted including features of the previous plan and the changes suggested by the Commission at the meeting of April 20th last.

A new suggestion was that a temple of music or concert pavilion be placed at the back of the grand terrace to terminate the long vista of the central axis. This feature was adopted, and it was suggested that the ~~balance~~^{remainder} of the plan be adjusted to it by bringing the two converging walks to the terrace without the break in grade and interruption of balustrade at the cross axis. It was also recommended that the area between the two walks from the cross axis to the concert pavilion be kept at level grade, and that the balustrade be moved from the cross axis to the immediate surroundings of the pavilion. Tentative studies were also submitted for the 16th street end of the big terrace, and it was suggested that the treatment shown be considerably simplified. The Commission later inspected the work in progress at Meridian Hill and was greatly pleased with the texture of the concrete work. They approved the sample of broken trap rock paving for use in connection with the north entrance. Question was raised about taking out the granite bases, but it was decided that it was not worth while. On question, it was advised

that the fine-grained texture of the exterior moulded work be used for the skirting and base of the interior, rather than a granite or dark material. It was recommended that the fountain coping should be either granite or concrete with fine aggregate.

9. POTOMAC PARK FIELD HOUSE: Progress studies (P. B. & G. Plans #) were submitted for the general layout of the Field House as a whole. It was recommended that the tiled roof of the central part be eliminated and a parapet and flat roof substituted. Various suggestions were made for the treatment of the ends of the south arcade. Other details of the design were approved as submitted, including the raised grade of the central portion. A sample was also shown, (during the inspection of the work at Meridian Hill Park) for the texture and color of the cast work for the field house. The sample was approved for texture but it was suggested that the amount of brick dust in the sample be reduced in order to subdue the color.

10. TREATMENT OF MONTROSE PARK: In bringing up for discussion again the treatment of Montrose Park, Colonel Harts laid before the Commission a number of sketch plans for an almost complete revision of the design. He stated that he was not satisfied with the result in the present lay-out, and that, as Congress had given him ten thousand dollars to complete the park, he wanted to have the suggestions of the Commission as to the best way of spending this money in order to get the best proper solution irrespective of what had been done up to this time. After an inspection on the ground later on by the

Chairman, Mr. Olmsted and Colonel Harts, the following main points favored by Colonel Harts were agreed to:

The old summer house is to be removed from its present location to a point on the axis of the tennis courts. The old building now serving as a comfort station is to be done away with.

If the broad rope walk is to be kept for the present the bordering osage orange hedge is to be thinned out to permit vistas across the park. Mr. Olmsted stated that it was doubtful whether the individual osage orange trees could be forced up into trees of good appearance. Therefore he favored selecting specimens at intervals of about ten feet and cutting them down to the ground; from these stumps single shoots would be allowed to grow in order to get clean trunks. (If the rope walk is to be taken out this year and the new walk constructed, few if any of these old specimens will fit the new design in their present positions.) The balance of the osage orange can be utilized for screen plantings along the east border fence. For planting material along the east border fence the use of dogwood, judas tree and mountain laurel was also suggested, as well as the beech hedge material along R Street if this is to be removed. In any event the rope walk and hedge from the street back to the mulberry tree are to be taken out at once. The border of bricks along the rest of the walk may be thinned to one strip in order to reduce the width of the walk.

It was recommended that the little box garden be left for the time being as a spot of interest and it was suggested that some of the old box

bordering the central walk to the tulip tree should be used in strengthening the western border of the garden. The tennis court bordering the rope walk is to be eliminated and filled in, but the planting to the north of it is to be retained to conceal the lines of the old gardens. Attention was called to the necessity of careful grading in order to eliminate the lines of all the old paths and gardens in the central portion.

The treatment of the central portion with elliptical pool was approved, and Colonel Harts' desire to get all this work at the entrance completed as quickly as possible was heartily seconded. For the treatment of the hedge along R street it was suggested, but not adopted, that it might be desirable to leave the existing portion of the hedge of mock orange on the west and of beech on the east and fill in the central gap with another material, such as the hornbeam proposed. *See P.B.S. plan 1-16-32*

11. CALVERT STREET BRIDGE: Engineer Commissioner Rutz, accompanied by Brig. Gen. John G. D. Knight, retired, George Oakley Totten, architect for the Calvert Street Bridge, and Mr. McComb, Engineer of Bridges for the District of Columbia, submitted an advanced design for the new Calvert Street Bridge which purported to be along the lines of the sketch design favorably passed on at a former meeting. At the time the previous sketch design was considered it had been recommended that it be simplified so as to bring the Calvert Street Bridge into subordinate relation to the Connecticut Avenue Bridge. The elevations now presented showed that the architect had gone to

the opposite extreme by designing a bridge extravagant in cost and ornateness. Certain details criticized were bastions at each end introduced by the architect, and the scale and location of lamps shown, it being urged to make any lamps used very simple in design and carried uniformly from one end of the bridge to the other. The Commission advised a return to the previously selected sketch, simplified as suggested, with the further recommendation that the bridge be designed for concrete, which is the material used in the Connecticut Avenue Bridge. (See Exhibit B.)

12. DESIGN FOR LANGDON-WOODBRIDGE SCHOOL: The Engineer Commissioner also took occasion to lay before the Commission finished sketched plans for the Woodbridge-Langdon School building. J. Rush Marshall, architect for the building, and Snowden Ashford, municipal architect for the District of Columbia, were present. It seems that the contract with the architect calls for the preparation of plans for an eight-classroom building with an auditorium capable of being enlarged to a sixteen-classroom building when required. The unusual attitude of the lot and its character permitted a one-story pavilion type of building. The varying industries in the schools themselves, together with the growing use of the school buildings as civic centers decided the architect upon showing the possibilities of the lot for its ultimate development. A plat plan submitted showed terracing from the streets to the gardens and the athletic field, and the raising of the building itself on a platform above the garden levels. It was proposed, the architect said, to construct the building of brick of a warm gray tone, but if this would not be obtainable, cement is to be used. The

- 10 -

architect agreed with the Commission upon the desirability of a further study of certain features of the central portion of the main building elevation showing the raising of the cupola and simplification of ventilators, which he intended to take up in the working plans. The Commission considered the design very interesting and promising good results.

13. CONFERENCE REGARDING THE ARLINGTON FARMS: The Department of Agriculture has the use of the ground lying between Arlington Cemetery and the Potomac river for experimental purposes, and farm buildings have been and are being constructed in this area as a necessary incident to the work being carried on there.

About a year ago Mr. Moore had a talk with the Secretary of Agriculture in which he called the latter's attention to the desirability of so constructing and locating these and future buildings that they would not interfere with or detract from the appearance of Arlington Cemetery or views from the Lincoln Memorial and the proposed memorial bridge across the Potomac. The Secretary promised his cooperation, and about a month ago submitted to the Commission plans for the reconstruction of one of the existing minor buildings on the farm. These were passed on by a committee of the architect members in New York City. At that time a conference between representatives of the Department of Agriculture and the Commission of Fine Arts was arranged for the present day, with a view to cooperating not only for the best designs for individual structures to go up there, but for the best results in the laying out of the whole Arlington

Farms composition. As a result, the Commission immediately after lunch met Mr. Logan Waller Page, Director of the Bureau of Public Roads - Professor L. O. Corbett, Horticulturist of the Bureau of Plant Industry - Dr. William A. Taylor, Chief of the Bureau of Plant Industry - Mr. Betts, an architect in the department, and Mr. Mulford, a landscape gardener in the department. Dr. Page exhibited several elevations of the proposed design for a proposed new building to house the Bureau of Public Roads and Rural Engineering, and a number of sketch plans for the general layout of the farms. The plans anticipated, in a way, a number of structures which the Department of Agriculture ultimately hoped to construct in those areas, but, as the committee pointed out, as nothing is known now as to what buildings would be needed or provided for, they could not anticipate the demand sufficiently to prepare a definite plan. The only building which appeared to this time to have been definitely provided for by Congress was the building of which Dr. Page showed the design. The Commission advised Dr. Page that it would be highly desirable to take a part of the funds provided by Congress for this building, if it could be done, and secure a man expert in such matters to lay out the project in such a manner that each building as it is being appropriated for will find its place in this scheme harmoniously and properly, and they felt that not until that had been done could a satisfactory definite location for the Bureau of Public Roads building be decided upon. Dr. Page stated that he felt that the appropriation for this building was not available for that purpose.

- 12 -

The report of the Commission of Fine Arts to the Secretary of Agriculture attached hereto as Exhibit C covers the points discussed in the conference and the recommendation of the Commission in detail. (See Exhibit C.)

14. DEWEY MAUSOLEUM: After a short interval for lunch, Colonel Harts laid before the Commission plans and specifications for a mausoleum proposed to be erected by the widow of the late Admiral Dewey in Arlington Cemetery. These plans and specifications had received the approval of the Quartermaster General, but by direction of the Secretary of War had been referred to the Commission of Fine Arts for an opinion. The mausoleum was a ^{duplicate} ~~reproduction~~ of the Miles mausoleum already in the cemetery, only somewhat larger.

During consideration of this matter Captain H. R. Lowley, U. S. A. ret'd., in charge of Arlington Cemetery, was present, and later during the discussion Mr. John Callan O'Laughlin, Washington representative of the Chicago Herald, appeared on behalf of Mrs. Dewey to urge favorable action on the design. It appeared during the conversation that he had not seen the design for the mausoleum before it was shown to him at the meeting. The Commission pointed out that it was bad in architectural detail and hopelessly commonplace, and suggested that it would be far finer to secure a memorial, in case the Admiral is not to be interred in the Arlington Memorial Amphitheater, in which landscape shall have a larger part than architecture; it was pointed out to him also that the Commission strongly felt that to put any mausoleum in Arlington Cemetery would injure the character of this great national place of burial. (See Exhibit D.)

Captain Lemley's attention was also drawn to the fact that in the sections of simple headstones, large-sized monuments had been permitted to replace some of the simple headstones, and that, in the opinion of the Commission, this was a very serious artistic mistake. Captain Lemley requested that the Commission's suggestions in this matter be laid before him in writing so that he could consider it officially. (See Exhibit E.)

15. MISCELLANEOUS: The Chairman brought up for discussion, and solely for the purpose of keeping the members of the Commission acquainted with the progress of events, the Gallinger Municipal Hospital, the Eastern High School, the proposed new Treasury Annex building for which a bill has been introduced in Congress, the Ericsson memorial, the Meade memorial (on which subject he read a letter received from Frank Miles Day covering the present status of work on the design), the Macdonough memorials to be erected at or near Plattsburg, N. Y., and the proposed Arlington office building to be constructed for Navy Department occupancy. Bearing on the latter, he read a letter he had written to the Secretary of Navy suggesting that the plans for this building be passed on by the Commission, and the Secretary's reply regretting that he was unable to comply as he had no jurisdiction. (See exhibit F. & G.)

The Commission thereupon left the office and proceeded for an inspection of Meridian Hill Park, Harvard Park, and Judiciary Square. There being no further business to come before the meeting the Commission then adjourned subject to the call of the Chairman.

Approved: Charles M. Lewis
Chairman.


Colonel, U. S. Army,
Secretary and Executive Officer.

THE COMMISSION OF FINE ARTS

1729 New York Avenue,

Washington, D.C.

July 14, 1917.

Colonel:

At the request of the Commission, Mr. Nathan Wyeth, the architect, at yesterday's meeting submitted the design for the Key Bridge embodying the suggestions made at a previous meeting when the plans for the bridge were considered. The Commission suggested to him certain other modifications tending still further to simplify the design and to give the appearance of greater strength to certain portions, and then approved the design as so modified.

By direction of the Commission:

Respectfully,

(Signed) Wm. W. Harts,

Colonel, U. S. Army,

Secretary and Executive Officer.

Colonel Walter L. Fisk, U. S. A., ret'd.,

District Engineer Officer,

Room 505, Southern Bldg., Washington, D. C.

A

THE COMMISSION OF FINE ARTS

1729 New York Avenue,

Washington, D.C.

July 14, 1917

General:

After consideration yesterday of the plans for the Calvert Street Bridge and the descriptions given by the architect and engineer who have prepared them, the Commission of Fine Arts invite your attention to some fundamental facts with regard to this design:

The Connecticut Avenue Bridge over Rock Creek was constructed at a cost of a million and a quarter dollars, and due both to the importance of the thoroughfare it carries and also to its great length and height and the fact that it may be seen for such a long distance both upstream and downstream, this bridge must always remain the dominating bridge over the Creek in this vicinity. The Calvert Street Bridge was built by a street railway company primarily for its own uses. It is essentially a traffic bridge, and should be held to this general character. Therefore any new bridge at this place should be subordinated both in general design and in details to the larger structure referred to.

At a meeting held in New York on May 7th last, a committee of the Commission approved a certain sketch submitted for the Calvert Street Bridge; but advised that this design be simplified so as to bring the Calvert Street Bridge into subordinate relation to the Connecticut Avenue Bridge. The plans now presented show that the architect has gone to the

B

- 2 -

opposite extreme by designing a bridge extravagant in cost and ornate beyond justification.

The Commission therefore advise a return to the approved sketch simplified as suggested. Also that the bridge be designed for concrete, which is the material used in the Connecticut Avenue Bridge. The Commission will welcome a resubmission based on the above considerations.

The Commission are confident that the harmonious development of the city of Washington depends on just such subordination and accents as are herein suggested. The production of a structure too elaborate for its place and function is a mark of bad taste and a blemish on the appearance of the city.

By direction of the Commission:

Respectfully,

(Signed) Wm. W. Harts,

Colonel, U. S. Army,

Secretary and Executive Officer.

Brig. Gen. John G. D. Knight, U. S. A., ret'd.,

Engineer Commissioner, D. C.

OM-ABC

July 26, 1917.

Dear Colonel Harts:

I have your letter of July 19 regarding the meeting of the Committee on Arlington Farms Buildings with the Commission of Fine Arts. I appreciate the consideration which the Commission has given to the proposed building for the Office of Public Roads and Rural Engineering and to the general building plan of the farm, and I am very glad to have its views on these matters. Until yesterday I had not had an opportunity to examine the plans for the building in question. I have conferred with the officials of the Office of Public Roads and Rural Engineering and have directed that the plans for the building be made to conform as nearly as possible to the suggestions of the Commission.

I have also instructed the Committee to proceed immediately to formulate a thoroughly studied plan, bearing in mind the views of the Commission, for the arrangement and location of buildings which may be erected on Arlington Farm in the future. When a definite plan has been prepared the Committee will present it to the Commission for criticism and suggestion.

Very truly yours,

D. F. Houston

Secretary.

Col. Wm. W. Harts, U. S. A.
Secretary, Commission of Fine Arts,
1729 New York Avenue,
Washington, D. C.



July 19, 1917.

Dear Mr. Secretary:

The committee on the Arlington Farms buildings selected by you met the Commission of Fine Arts last Friday and presented a sketch for a new building for the Office of Public Roads. The sketch showed a structure designed in a style of architecture appropriate for a monumental building of the most precious materials and most exquisite finish, although it was stated that it would be necessary to construct the exterior of concrete in a very economical manner and to resort to temporary makeshifts in the interior arrangements in order to keep within the appropriation. It was said that the style had been selected with a view to harmonizing the architecture with that of the Lincoln Memorial and the Arlington Mansion.

This Commission appreciates the motives of the choice but disagrees as to the wisdom of the conclusion.

So far as regards the general appearance of buildings at the Farms as seen from a distance, in relation to the Lincoln Memorial and Arlington, the details of architectural style are unimportant. The fundamental requirements are that the buildings should not be



assertively conspicuous, that insofar as they are noticeable at all the spots of color and texture which they present in the landscape should be agreeable and harmonious, and that their arrangement should not seem disorderly. The first requirement can be attained on the one hand by avoiding large building masses, especially by avoiding large and conspicuous roofs and other upperworks, and on the other hands by the extensive and systematic planting of large-growing trees in connection with present and prospective building sites. The others can be secured by a farseeing and carefully thought-out but flexible general plan for meeting probable future building requirements; a plan taking into account the sizes, shapes, materials, general appearance and locations likely to be appropriate for buildings serving the various functions which will have to be served at the Farms in the course of years.

On the score of its distant appearance in the landscape the only important positive criticism of the design submitted for the Roads building, irrespective of its location, is that the considerable amount of concrete involved in the classical cornice and the parapet walls, not being required for structural reasons, would add needlessly to the apparent height of the building and to its conspicuousness.

Considered in detail the design is open to more serious criticism; not because of any defect as an abstract architectural picture, but because it sets up a type which would be likely to give unsatisfactory results in practice for the Arlington Farms. It follows so closely architectural forms associated with some of the most monumental buildings in Washington that its execution, cheaply, in concrete with an inevitable

slighting of the perfection of its classic details, would bring it into a hopeless competition and tend to make it look like a cheap and unsatisfactory imitation. If on the other hands funds could be made available for executing the design with monumental perfection, such a building would be extravagant and out of place in a group of working buildings on the Farms and would not merely put out of countenance the present buildings but set a pace which could not be followed in the future. Moreover, such a formally classic treatment, regardless of the cost of execution, does not lend itself readily to flexibility in the design of extensions and additions to meet working requirements and in the form and shape of buildings for unknown future uses. Its general adoption might interfere with designing some of the future buildings so as to fit their purposes in the most convenient and economical manner, and in the long run would almost certainly break down artistically through the introduction for purely practical reasons of buildings wholly inharmonious with the adopted monumental character.

The Commission is of the opinion therefore that in the long run, for purely artistic reasons no less than for reasons of economy and efficiency, it would be better to avoid a monumental classic style in the design of the Roads building and to treat it frankly and simply as an economical concrete laboratory building of the general character of many well-designed modern factories, with the most careful regard for agreeable proportions in all its parts and for pleasant and well-combined color and textures in the surface treatment of the concrete, but without

resort to columns, classic cornices, or other pretentious features that would add appreciably to structural complications and cost for purely decorative purposes.

The discussion developed the fact that consideration had been given to a group plan for the orderly arrangement of probable future buildings, having regard to the view both from Arlington and also from the Potomac; and this general idea the Commission strongly approved. It was suggested, however, that a much more thoroughgoing study be given to this subject. Of the several alternative studies for a general plan the one which your committee seemed to favor appealed also to this Commission in that it recognized the axis established some years ago by the planting of an avenue of trees connecting the high ground set apart for buildings with one of the Arlington gates, and in that it showed a more compact grouping than some of the other studies. It did not seem to the Commission, however, that the plan was calculated to provide the flexibility either as to numbers or as to shape and character of future buildings that would seem to be desirable. In the absence of a much more definite and reliable forecast of future building requirements than appears to have been made a general plan of the rather rigid type presented would be very likely to break down through the introduction of buildings of sizes and shapes that could not be fitted into such a plan without destroying its character, the alternative being to force diverse requirements into buildings of a nearly uniform type.

The Commission therefore desires to accentuate the necessity of a thoroughly studied plan for the arrangement and location of buildings

having in view the probable expansion for the future and the selection of a type of building simple in itself that will take its place properly in the plans to be adopted. When these suggestions are ready the Commission will be very glad to consult further with your committee in the expectation that a satisfactory result may be reached.

By direction of the Commission:

Very truly, yours,

(Signed) Wm. W. Harts.

Colonel, U. S. Army,

Secretary and Executive Officer

The Honorable

The Secretary of Agriculture.

ABC

THE COMMISSION OF FINE ARTS

23

1729 New York Avenue,

Washington, D.C.

July 14, 1917.

Subject: Arlington Cemetery.

General:

Referring to your letter of June 12th last (293.6-C) regarding certain plans and specifications for a mausoleum to the late Admiral Dewey, the Commission of Fine Arts at their meeting yesterday had a consultation with the representative of Mrs. Dewey and made certain suggestions to him which he felt expressed Mrs. Dewey's desires better than the plan submitted.

The Commission believe that the erection of any mausoleum in Arlington Cemetery would injure the character of this great national place of burial, and they especially object to the design proposed as bad in architectural details and hopelessly commonplace. The Commission trust that they will be able to agree with Mrs. Dewey on a satisfactory memorial in which landscape shall have a larger part than architecture.

By direction of the Commission:

Respectfully,

(Signed) Wm. W. Harts,

Colonel, U. S. Army,
Secretary and Executive Officer.

The Quartermaster General, U. S. A.,
War Department.



THE COMMISSION OF FINE ARTS

1729 New York Avenue,

Washington, D.C.

July 17, 1917.

Dear Captain Lemley:

Referring to the discussion of Friday last, the Commission of Fine Arts are convinced that it is a serious detriment to the general appearance of Arlington Cemetery to permit the replacing of the simple white stones in the soldiers' quarters with stones of different colors and size, and invariably of bad design. Heretofore the most dignified and impressive portions of the national cemetery have been those ranks of white stones of uniform size marking the burial places of the soldiers. The portions used for the burials of officers, on the contrary, have become so heterogeneous in character as to do violence to the very feelings of respect and peace which should mark a sacred place.

The Commission suggest that in any changes that may be made, the size, shape, and color of the stones be maintained.

Very truly, yours,

(Signed) Charles Moore,

Chairman.

Captain H. R. Lemley, U. S. A. Retired,
In charge of Arlington Cemetery,
War Department.

CM.ABC



THE COMMISSION OF FINE ARTS

1729 New York Avenue,

Washington, D.C.

July 11, 1917.

Dear Mr. Secretary:

If convenient to you, the Commission of Fine Arts would be pleased to examine the plans and elevation of the new building which your Department is to lease and which is now being erected on the Arlington Hotel site. The bill before Congress for a Treasury Department building contemplates that the Fine Arts Commission shall have the approval of those plans, as a protection to the White House. The Vermont Avenue building will have an important bearing on the general question, and therefore the Commission makes this request. The Plan of 1901 contemplates that the White House shall be the center of a group of Departmental Buildings fronting on the other three sides of Lafayette Square; and it is manifestly of advantage to use all means possible under the circumstances to advance that general plan. Possibly the Commission, by reason of having the larger considerations in view, may be able to make suggestions which will bring about a general harmony among the buildings.

Most sincerely, yours,

(Signed) Charles Moore,

Chairman.

The Honorable

The Secretary of the Navy.

NAVY DEPARTMENT

Washington

My dear Sir:

Referring to your letter of July 11, 1917, regarding the contemplated building on the Arlington Hotel site, while the building will be occupied by the Navy Department if funds are provided for its rental by Congress, the Department has no control over the architectural features of this structure. The building is being erected by the Arlington Corporation, and plans are being drawn up by Nolting and Wyatt, Architects, of Baltimore, and, in general, the floor arrangement is made to suit the Navy's needs.

It would seem that this matter should be taken up by you directly with the Arlington Corporation and their architects.

Sincerely yours,

(Signed) Josephus Daniels,

Secretary of the Navy.

Charles Moore, Chairman,
The Commission of Fine Arts,
Washington, D. C.

Note by Mr. Daniels - (If we were constructing the building you may be sure we would invite your cooperation.)

G.

